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[23]

## BIRTH.

At 9, Quinlan Road, Shanghai, on the 20th August, the wife of C. C. BOHLEN, of a daughter.

## DEATHS.

At Shanghai, on the 20th August, at 445 p.m., JOSE QUINN, wife of JOHN COOPER, aged 83 years.

At Shanghai, on Wednesday, the 20th August, CLARA ANNE, wife of E. A. ROBERTS, Chinese Customs Service, aged 47 years.

## The Daily Press.

HONGKONG, September 5th, 1900

Of all languages Chinese lends itself with the greatest facility to the telegraph system as at present in use. The reason is simple; there is no settled system of phonetic writing, but each man translates according to his own ideas, and his own dialect and the times—in many respects the most important indication—cannot be represented in the present codes. The written language again does not address itself to the ear, but has to be mentally translated into the colloquial with the assistance of the eye, and as a sound is frequently represented by a dozen or two of characters, there is no certainty as to the meaning of the sentence if merely the sounds of the language as written be transmitted. To get over the difficulty the Telegraph companies have devised a list of some six thousand characters in most common use, and to each attached a number. Hence every Chinese message sent over the lines is of necessity translated into a numeral code, and has to be written back on arrival. This system naturally lends itself to cryptic messages, and it requires but a slight change in the code-book in ordinary use to render a message unintelligible to any but the sender and receiver. During the time then of the imprisonment of the Ministers at Peking, hundreds of messages must have passed between the higher officials; but of these, except that here and there an operator may have made a wide guess as to the meaning, nothing was known of the contents. Many of the pretended messages from the Capital which threw such discredit on the correspondents of the papers at home seem to have originated in this way. News from the capital was at a premium, and no Chinese officer, where there is a possibility of leakage, is proof against the temptation of

dollars. Sometimes the telegraph clerk did possibly find a clue to what was passing through his finger-tips; more frequently taking what he knew, and what he surmised, he made an attempt to join the two. At last came the great *copy*. Not one word had come from the Legations: Admiral Seymour had gone with an insufficient force to make a dash for Peking, and had been closed in on all sides and not a word escaped as to what had become of him and his small band. Tientsin was being attacked on all sides, and it was known, was isolated from the ships at Taku and had a difficulty in holding out. The French Settlement had been well nigh destroyed, and big guns were being brought to bear on the rest, while but a narrow river separated the foreign quarter from the opposite bank, which was crowded with Chinese troops. It was an anxious time, and rumours were flying in the air. It required but a slight stretch of imagination to picture the destruction of the beleaguered Legations, which were known not to be too well supplied with ammunition. It was not above the ordinary mental power of a Chinese telegraph clerk to supply the few details necessary to found a gruesome tale. There was little confidence felt in the chiefs of the Telegraph service, nor the officials in Shanghai, so that when on the 16th July the pretended confession of the telegraph clerk got to the ears of the press agents it found them only too well prepared to believe it. Unfortunately, like a magpie who had stolen a spoon, their first instinct was to bury it; and it was carefully concealed from public gaze at Shanghai till it had been flashed across the wires.

When first the pretended news was given out at Shanghai, that the officials had received a telegram announcing the capture of the Legations, and the death of every European in the city, the first feeling was one of stupor. So many circumstances tended to show that such an event was within the bounds of possibility, that for a short time the community felt bound to believe it; but still as no one knew definitely whence the tale proceeded, and no light was being thrown upon it, a feeling of disbelief commenced to grow. It might be true, all argued, but there was no reason to believe, but much to the contrary, that any news of the alleged crime had been received; nor did it strike any one that already the most bloodcurdling details had already been invented, and sent to Europe. The story however took so definite a shape that the Consuls felt themselves called upon to demand of SHENG Tao-tai, the Director of Telegraphs, how such an important piece of news had been received without their being informed of it. SHENG indignantly denied in the most direct language that such a telegram had been received by anyone; and the Consuls at once took steps to circulate his denial. Although personally the community had but little confidence in SHENG his statement was so explicit, and tallied so well with the conclusions already arrived at by the better informed, that in a short time the excitement that had been caused ceased; and most people thought no more about it. In this frame of mind people in China were a few days after surprised at the receipt of a Reuter to the effect that the service, intended to be held in St. Paul's in memory of those slaughtered at Peking, had been postponed on account of the uncertainty attaching to the affair, and this seems to have been the first intimation of extraordinary depth to which people's feelings had been harrowed by the false information wired. But the most extraordinary part of the extraordinary tale remains to be told, and as the whole story is at last clearly known we tell it in full. The *Daily Mail* boasts itself as one of the best informed papers in the world, and has its correspondents in all quarters of the globe. On the 16th July it published what purported to be a telegram received from its correspondent at Shanghai, giving the most minute and harrowing details of the last stand made by the Europeans at the British Legation. Daily sorties it said were made by the besieged, and had the effect of disheartening the Chinese, till Prince Tuan himself had to encourage them in person. Prince CHING and General WANG came to the rescue of the "fell," it was supposed at the time he "killed." WANG WENSHAO, although "a grey-haired old man 70 years old, valiantly led his troops in person. He was killed." Towards sunrise it was evident that the ammunition of the Allies "was running out." A rush was "determined on. Thus standing together, as the sun rose fully, the little remaining band, all Europeans, met death stubbornly." Now anyone acquainted with Chinese ways of thought will at once perceive that this story could not have been concocted by a Chinaman, and that the culprit must have been an European. However he may have been deceived by the first pretended telegram, which speaks badly for his acumen, he certainly owed to no native source these jumbled details; which had by acquaintance with the men and their sur-

roundings he would at once have seen must be false. Whence came this circumstantial account of an event that never occurred? Part of the story seems to have been actually telegraphed from Shanghai, for before its appearance in the London Press, certain of the supposed incidents had been confidentially circulated; but the details were not published till the story had arrived in London, and as, according to the tale, every one concerned who was likely to tell what had really happened on the eventful day had perished, there would have been no means of coming at the truth. Dead men tell no tales, and the ingenious inventor thought he might as well have the credit of being the historian. But who was the inventor, who thus, lightly for the sake of a guinea or two, was content to plunge a thousand families in mourning, and perhaps seriously compromise the nation? It is of course unlikely it will be ever known, for every means will have been taken to extinguish the traces. One little affair, however, that attained some prominence five years ago may throw some light on the subject. The correspondent of a large news agency had telegraphed some particulars about the operations then being conducted by the Japanese against the Chinese fleet blockaded within Weihaiwei harbour; the telegram contained nothing sensational. It so happened that somebody going by had heard guns firing, and in telegraphing mentioned the circumstance. The recipient was equal to the occasion. He concluded that the two messages referred to the same occasion, and made out an exciting detail of a naval battle, as having been received from their Shanghai correspondent. This precious concoction was sent out as news to their clients, and inserted in good faith. The *Times*, however, had the courage to bring the affair into the Law Courts, and obtain the production of the original telegram, which turned out to have no reference to the supposed engagement; the telegrams had in fact been "faked" in London. We do not desire to accuse the London Press of having wilfully distorted or added to the telegrams sent, but it is well known that there is a class of men attached to most of the larger papers whose business it is to amplify the telegrams received from correspondents, themselves occasionally unskilled in condensing messages. For the most part these men discharge their task carefully, but even when carefully done the task of amplifying is a dangerous one, even when the artist is well acquainted with the details of the particular locality. It is a by no means safe process to attempt, unless aided by personal knowledge of the object portrayed, to attempt to heighten the lights and shadows of a photographic landscape, where the enhancement is apt to overpower the really more prominent features of the scene. In the photograph there is, however, something to go on; the rays have made their mark on the plate; though momentarily invisible, they may be brought out by further development. In the telegram, beyond the words actually sent, there is absolutely nothing to guide the enhancer, and the result is too frequently an entire misrepresentation of the meaning which the sender intended to convey.

During the 24 hours preceding noon yesterday, there were reported one fresh case of plague and one death.

An Indian constable was yesterday fined \$10 for assaulting a rickshaw coolie at Kowloon City. His Worship said there had been far too many of these cases lately.

As the Telegraph Companies inform us that communication with Chafco is restored, it is to be hoped that the amount of news from the North will shortly be increased.

At the Offices of the Public Works Department yesterday Mr. G. J. W. King offered for competition one lot of Crown Land, viz. Kowloon Island Lot No. 1,109, situated at Ma-Tau-Kok, which was sold for \$2,720, to Messrs. Panchard, Lowther and Co. The upset price was \$2,700.

An accident occurred in the harbour on Monday, on board the steamer *Calgan*, whereby three coolies were injured somewhat and another seriously hurt. They were working in the hold when a rope which was being dragged along caught a section of the hatch, which fell into the hold. Fortunately it rebounded from one of the cross-beams, and in consequence the damage done was not so serious as it otherwise would have been. One coolie was struck behind the left ear, another on the arm, another on the thigh, and the fourth on the head; the last named had his skull fractured and was taken to the hospital.

The four-car scratch race of the Boat Club was rowed last night, 2-mile on Regatta course for spoons, with the result that E. P. Harist's crew won, J. Hance's being second, and G. M. Young's third. Hance got away with the lead after a good start, but steering a somewhat erratic course quickly took second place to Harist; the boats maintaining these positions to the end, the distance separating the first and second boats being three lengths. The following were the winning crew—E. P. Harist, Stroks, J. Wilson, J. Dunsby, S. Stevens, F. W. White, Co. A 1-mile race for tubs will be held on the 17th Sept., and a scratch race for four men on 1st Oct.

A despatch from Washington states that General MacArthur will continue to act as Governor of the Philippine Islands until such time as Judge Taft, the President of the Commission now sitting at Manila, reports to the President of the United States that the Islands are in a fit condition to be wholly entrusted with civil government.

Ten Shanghai firemen appeared before Mr. Hazeland yesterday charged with absconding themselves from the *Calgan* without leave. Mr. William Badger, the chief engineer, said the men left the ship at five o'clock that morning without asking leave. The ship was to leave in the afternoon. It was not true that the men left because he ill-treated them. They left because they did not wish to accompany the ship to Japan. His Worship made an order that the defendants be forcibly put on board the ship by the police.

Stories of official corruption at Formosa continue to appear in the Japanese native papers from time to time. According to a Taipei telegram, under date August 22nd, in the *Osaka Asahi*, a serious scandal has been discovered in military circles at Formosa, and a paymaster, and secretary belonging to the 3rd Infantry Battalion have been subjected to Court-martial. Two of the employees in the Formosa branch of Messrs. Okura and Co., Tokyo, have also been arrested, while a paymaster formerly belonging to the 3rd battalion and a manager in the employ of the firm are reported to have been arrested at Tokyo and taken to Taipei. The amount connected with this latest scandal is said to be ¥30,000.

Mr. Hazeland gave his decision in the cubicle case yesterday. It will be remembered that several summonses were issued by the Sanitary Board in respect of certain premises in High Street and Third Street. Evidence was given by Sanitary Inspector L. C. Brett to the effect that on his visiting the premises in question on the night of the 23rd July he found from four to six persons sleeping in cubicles on the ground floor. Mr. Hayes, for the defence, contended in the first case that these premises were not domestic buildings within the meaning of the Ordinance, but stores, and that there were no more persons sleeping on the ground floors than were allowed by the Ordinance as caretakers, which was two. He further contended that what the Inspector had described as cubicles were not cubicles within the meaning of the Ordinance. His Worship reserved his decision until he had visited the premises. He now said he had visited the premises, and he was of opinion that the summonses must be dismissed. The cubicles were certainly cubicles within the definition of section 4 of the Ordinance, but something more was required. He must be satisfied that they were domestic buildings. The Ordinance defined a domestic building as follows:—"The expression domestic building means any human habitation or building where persons pass the night, but shall not include any human habitation or building where caretakers not exceeding two in number pass the night." He must be satisfied before he could convict that more than two persons passed the night in any of these buildings. He was quite satisfied that there was accommodation for more than two in any of them. That being so, he was of opinion that they did not come within the definition "domestic buildings," and would therefore dismiss the cases.

A summons taken out by Inspector Duncan against Mr. J. W. Belles, of the Standard Oil Company, was heard at the Magistracy yesterday, the defendant being charged that he "unlawfully did store kerosene tins contrary to the conditions of your license to store kerosene," and further that he "unlawfully did store damaged kerosene cases contrary to the conditions of your license to store kerosene." Mr. Looker, who appeared for the defence, pleaded guilty to the first charge and not guilty to the second. Inspector Duncan said that at one a.m. on the 1st inst. he visited the Standard Oil Company's godown at Kennedy town and saw a large number of kerosene tins stored in the open. In reply to Mr. Looker the Inspector said the kerosene tins were stored in the space between two sheds. The tins were leaking. He did not know whether they had been soldered. The godown was swimming in oil. There were two sheds. The two sheds were full up. He did not see the oil oozing out of the tins. At this point Mr. Looker withdrew his plea of guilty to the first charge. Mr. Winberg, manager of the Standard Oil Company's godown at West Point, said there were sunken spaces there for soldering tins. There were two sunken spaces with a wale two feet deep and one foot above the godown. Damaged cases were taken to the sunken spaces. They were soldered there. The tin was placed on the wale and the solderer stood inside the pit. After a tin had been soldered it was put in the open space. It was then no longer leaking. The tins were then stored in the godown. Some 800 or 1,000 tins were soldered per day. When they were brought from the ship they were placed in the pit. There was just sufficient room in the pit for the solderers to do their work. There was, as a general rule, no oil in the bottom of the pit. In this case the tins were piled up in the pit, and in consequence the pit was flooded almost up to the level. There was no room in the pit to solder, and if there had been room the men would have had to stand in two feet of oil, which they refused to do. The soldering was done in the open space. There were tins piled up in the open space, but they were good tins. This whole of the open space was swimming with oil. On being cross-examined witness said the cases arrived by the *Sarricok*, now over at Stonecutters. They had never had a case of such excessive leakage before. Mr. Looker having addressed the court for the defence, His Worship said he would reserve his decision.

Sir George White, of Ladysmith fame, and at present Governor and Commander-in-Chief of Gibraltar, will, it is stated, be promoted to the full rank of General in October next.

Rumours are current on the Continent that Queen Wilhelmina is betrothed, and that she has given her hand to Frederick Francis, Grand Duke of Mecklenburg-Schwerin, who is eighteen years of age.

Apart from plague cases, there were reported two cases of communicable disease in the colony last week, one of enteric fever on the French gunboat *Aryne* in the Harbour, and one of gonorrheal fever in the City of Victoria. No deaths were reported beyond the four from plague.

Lloyd's Agent at Manila visited the wreck of the Japanese steamer *Futami Maru* on Saturday in the *Compania Maritima's s.s. Churruc*, formally abandoned, the vessel, and brought away the remainder of the crew who had been staying by her.

The *Ostasiatische Lloyd's* special telegraphic service announces the death, at Naumburg, of the celebrated German philosopher Friedrich Nietzsche, whose influence on the continent has been so great. Even in England his work is becoming well-known. During the last eleven years his brain has been affected, owing to excessive hard work as a young man. He was by extraction a Pole, the original name of the family being Nietzsche.

General French's scheme, as propounded in a letter to the *Times*, that Australia should form a war reserve of 10,000 men, is heartily approved of by military authorities throughout the Colonies, and it is not unlikely that the Commonwealth will adopt the scheme with some amendments as to the details. The suggestion that the 7,000 men now in South Africa should form the nucleus has met with special favour.

Prince Tuan's opposition to European ideas is of the bitterest character, thinks the *Dagblad*, a journal published in Stockholm, and his only trace of Western civilisation consists of a few dozen canaries which he has imported and placed in his well-kept gardens. He is a diplomat of the first rank, and it was through his intriguing that in the war with the Japanese the Chinese fleet was brought so late into action, resulting in its total defeat, and thus confirming Tuan's assertions to the Empress Dowager that European inventions were worthless.

To those of our readers who speculate in stocks and shares, the news of the Burma Ruby Mines Company declaring a dividend, will come as not only a surprise but a wonder that ever the company appeared again on the market. Now that has risen phoenix-like from its own ashes, and declared a dividend of 12½ per cent (even after paying the Burma Government nearly £10,000) the shareholders may take out their scrip after a shelved existence of 12½ years, and put it among their other negotiable instruments.

A cable has been received at Sydney from Mr. Chamberlain, stating that the new Commonwealth of Australia will begin its existence on the opening day of the next century, and will be inaugurated at Sydney. The New South Wales Government proposes to celebrate the occasion at Sydney with a national demonstration. It is thought that all the colonies will agree in making Mr. Barton, the New South Wales delegate, the first Premier of Federated Australia, and that Mr. Deakin, the Victoria delegate, will be included in his Cabinet.

What seems to be like a complete infringement of the rules recently promulgated by the Czar for the guidance of newspaper editors in Russia, which appeared a few days ago in these columns, appears in a recent issue of *Casa*, published at Moscow. That journal says:—"We learn from trustworthy sources that the late Count Mouraviev committed suicide in presence of M. de Witte, in consequence of an extremely violent dispute with the Emperor Nicholas about China. Before dying, Count Mouraviev wrote to the Czar, conjuring his Majesty to follow his policy in China."

A St. Petersburg correspondent writing on the importation of Chinese tea to Russia, states that the trade is "seriously endangered" owing to the troubles in China. "News received from Moscow, one of the principal markets in the tea trade," the correspondent goes on to say, "discloses the fact that the tea merchants are in great anxiety as to their Chinese purchases, which probably will never reach them. It is very significant that the insurance companies refused to give Russian tea-dealers facilities for insuring their consignments from China; so that they see no other way but to address the Minister of Finance with a request to safeguard their interests."

The *Poochoo Daily Echo* of the 25th ult. contains the following two items:—"The prolonged drought, which for some time past has been causing anxiety amongst farmers, is now beginning to be regarded as a serious matter by all classes. The first crop of rice was poor enough through the floods at the end of June, and now that the second crop is threatened from want of rain and the sweet-potato crop is suffering from the same cause, the prospects for food supply are viewed as extremely gloomy.—In reply to our enquiries about the tigers at Kullang a correspondent writes, 'no change. The visits of the striped monsters to farm-houses in the neighbourhood of the foreign bungalows are of nightly occurrence. Owing to frequent losses, the natives are now locking up their dogs at night time.'"

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 4th September, 8.3 p.m.

## THE IMPERIALISTS.

The Emperor and Empress-Dowager have arrived in Shanai, at the Governor's Yamen at Taiyuanfu, on the 30th ult.

## A FARICAL APPOINTMENT.

Yang Lu has been appointed plenipotentiary peace-maker with Li Hung-chang. This is absolutely farical, as Yang Lu is the author of the scheme to employ the "Boxers" to destroy the foreigners.

## MISSIONARY ESCAPES.

Four Christian mission compounds have been outraged at Chian Kiangse on the 1st instant. The missionaries have been rescued by the officials, and escorted into safety.

## THE PEKING REFUGEES.

Many of the Peking besieged garrison have arrived in Shanghai.

LONDON, 3rd September, 8.45 p.m.

## THE RUSSIAN PROPOSALS.

It is stated that England, Germany, Italy, and France have not replied to Mr. Hay's note re the Russian proposals. English and German opinion is unfavourable to evacuation until punishment and compensation are secured.

## RUSSIA IN MANCHURIA.

The text of the Russian note published announces that Russia will withdraw her troops from Manchuria when lasting order is established.

## THE WAR IN SOUTH AFRICA.

LONDON, 3rd September, 8.45 p.m.

## THE TRANSVAAL ANNEXED.

Lord Roberts has proclaimed the annexation of the Transvaal Republic.

## REUTERS SERVICE.

LONDON, 2nd September.

## THE CRISIS IN CHINA.

The newspapers deplore the withdrawal from Peking, the moral effect of which would be deplorable and would in time inevitably lead to the restoration of the old régime. They urge that the occupation should continue, even if some of the Powers withdraw. The German Press is amused and believes that Germany will in no wise acquiesce in the withdrawal.

A Russian notification to the United States disavows any design of territorial acquisition; her action in Manchuria is solely defensive and the troops in Newchwang will be withdrawn as soon as order is restored, unless the action of other Powers should be an obstacle. It is officially stated that Russia has ordered her Minister and expedition to withdraw to Tientsin, and that she aims at maintaining the integrity of China and restoring a legal Central Government.

Two hundred artillerymen leave London for China on the 15th inst.

LONDON, 2nd September.

## RUSSIA AND THE CHINA CRISIS.

A Russian circular to the Powers dated 25th August, notifies Russia's withdrawal from Peking, and promises to withdraw from the whole of Manchuria as soon as order is restored and the protection of the Trans-Siberian railway assured. The circular adds that foreign interests at Newchwang and in the railways repaired by Russian troops remain inviolate.

The medical officers who had been previously warned for service in China have been informed that their services are not required at present.

## THE WAR IN SOUTH AFRICA.

The Burghers at Pretoria unanimously predict an early end to the war, as the British with the control of the Delagoa railway will drive the Boers into the unhealthy and foodless bushveldt.

General Buller has advanced 14 miles along the Lydenburg road.

## LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Hiroshima Maru* (Bomby Line) left Kobe via Moji for this port on the 4th inst. and is expected to arrive here on the 11th inst.

The C. P. R. steamer *Empress of Japan* arrived at Yokohama at 7.30 a.m. on Monday, the 3rd inst., and left again at 4 p.m. same day for Kobe, where she was due to arrive at 3 p.m. on the 4th inst.

The C. P. R. steamer *Empress of India* arrived at Yokohama at 9 a.m. on Monday, the 3rd inst., and left again at 5 p.m. same day for Kobe, where she was due to arrive at 3 p.m. on the 4th inst.

The Imperial German mail steamer *Prinz Heinrich* left Foochow on Monday, the 3rd inst., at 5 p.m., and may be expected here to-day.



## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

Yesterday the transport *Mombasa* departed for Taku.

## THE ENTRY INTO PEKING.

## JAPANESE OFFICIAL ACCOUNT.

The following is the report the Japanese General made to his Government, and forwarded to Tokyo:—

"On the 14th, from 9 a.m. the Japanese division bombarded all day the two gates on the East side, and only between 8 and 9 p.m. did they succeed in forcing the two gates with dynamite. They entered the City, occupying the N. and N.E. gates.

"They went at once a regiment of infantry to the Palace and another regiment to the Japanese Legation.

"The Americans, French, and Russians directed their movements towards the Tungmen, passing through the Tungpingmen, fighting hard all the way.

"The English troops entered the Kyangquimen and passed into the City through a dry aqueduct, which was only guarded by iron bars. They removed the bars and got the soldiers into the City without resistance, arriving at the English Legation at 3 o'clock in the afternoon of the 14th. A part of the Japanese division arrived at the Japanese Legation at 7 p.m. by the Tungpingmen gate, and found the Japanese Minister and residents safe in their Legation, part of which was destroyed.

"On the 15th another Japanese regiment was despatched to the Palace, and after a fight with the Chinese who were occupying it had to withdraw on account of not wanting to bombard and destroy the Palace. On the 16th we occupied all the gates and found that the Empress and all the Imperial family and officials had fled towards Hainan, the capital of Shensi province, escorted by 3,000 of Tung Fuhshang's troops.

"Peking is now in a state of complete disorder. English, French, Americans, Russians, Japanese, each chose delegates to restore order in the City. Japanese appointed Col. Shiba for their representative. The City was divided into several districts, and half of the north part of the Tartar city is now under Japanese control.

"The regular Chinese troops are not to be seen in the city at present. All remaining Chinese are the banner troops and Boxers. The Chinese losses are about 600 up to date. The exact number is difficult to tell at present.

"The Japanese trophies are five Krupp guns, one hundred old guns, and quantities of small arms of all descriptions.

"The house of Prince Tuan has been burned to the ground. The Japanese lost to date (during this engagement) is two hundred killed and wounded.

"The military telegraph line between Tientsin and Peking was put up by the Japanese during the march to Peking."

## PERSECUTION ON THE WEST RIVER.

Another case of bitter persecution and torture has just reached us from the West River. In the little village of Ping-Nam, lying close to the banks of the river, there resided up till a few weeks ago quite a large number of native Christians. They pursued their various callings generally unmolested, although at times they met with the jibes and jeers of those who came into the village from the neighboring towns to sell their wares or otherwise to carry out their business transactions. To these taunts they paid no heed, and consequently disregarded the daily increasing hostile attitude shown to them by the villagers as well as civilians. Among these native Christians was a man of middle age who was a colporteur for the American Bible Society, and who made constant journeys to the neighboring towns and villages to sell his books. He happened to be on one of his tours last month when the authorities of Kwangsi received that imperious death-bearing call from Peking of "Down with the Foreigners." He went on his way unheeding the enraged people till he reached Hing-Yin-Pu, where he was immediately set upon, his books taken from him and burnt before his eyes, his money and clothes stolen, and the entire town to pieces, while he was bamboozled till blood flowed profusely from his lacerated flesh. He managed, after a severe struggle, to get away from his torturers and ran almost naked to the Yamen for assistance. Instead of that, however, he was at once formally charged with an offence against the law, bound in heavy chains, beaten by a sort of rattles across the legs till he could scarcely stand, and then hurried into prison to the immense delight of the assembled mob, fired into murderous fury by the commands of their superiors. Towards the end of the next day the soldiers appeared, and publicly aimed blows at him with their fists, sticks, and bamboo, till he fell exhausted, and was dragged from the prison to the street like a vanquished bull from the arena. There in the blazing sun he was left for a few hours, when the soldiery took him among other prisoners down the river in a boat. When they reached Lan Chan Fu, the Magistrate in whose charge they were placed, behaved very kindly to the colporteur, and at once ordered the chains to be taken from his neck and legs, and his wounds bound up. There he was attended to for some little time till he was able to be sent to his home.

## SHANGHAI.

## THE POSTPONED ILLUMINATIONS.

Naturally the postponement of the illuminations on Tuesday has brought out a great many rumours amongst the natives of Shanghai and the vicinity to explain this sudden change of mind on the part of foreigners most of them absurd enough to those who know. There is, however, says the *N. C. Daily News*, one report which seems to be almost universally accepted as the true reason, which decidedly ought to be suppressed as we hear that it has raised up the spirits of the great unwashed and impressed them with the fact that after all, foreigners are not all brave and that they still have a whole lot of fear of the Chinese people. This dangerous rumour has it that "the Allies have been severely defeated in the North and driven back on Tientsin, thus making it impossible to rejoice in Shanghai at a moment when even Tientsin is on the verge of destruction." As stated above, this rumour has made valiant hearts of the rowdy classes, who may now be expected to freely return to Shanghai, from where at the beginning of the crisis they had been forced to clear out for fear of being arrested and prevented from doing mischief by the Police.

## MORE MISSIONARIES FROM SHANGHAI.

The following has been received from Hankow:—Yesterday, the 29th, the following C.I.M. missionaries arrived at Hankow from Shanghai, travelling through Honan:—Mr. F. C. H. Dreyer, Misses J. F. Haskyn, A. Haskyn, E. C. Johnson, E. French, V. Guindotti, H. Higgs, R. Palmer, and K. Rasmussen. Mr. and Mrs. Lintley's two children died during the journey."

## WUCHANG.

A correspondent of the *N. C. Daily News* writes on the 24th ult.:

"The situation here remains unchanged. The news of the taking of Peking did not cause a ripple of excitement. The Viceroy at once issued a proclamation, which did not mention this event, but did say that news from the North made it clear that the people need no longer fear a Boxer invasion and ordered them to go on with their ordinary avocations, leaving foreigners and missions at peace. So far as we can see the power of the Viceroy is adequate for the maintenance of order, not only here, but also throughout the province. It is an undoubted fact that the riots that have taken place have not been caused by influences from the North. The withdrawal of the foreigners in large numbers, and the rumours of the successes of the Boxers have led the local rioters to think that this is a favourable time to loot the mission buildings. They are finding out their error. One mandarin has lost his post for not going in person to the scene of a riot in North Hupchi. The ringleaders at the various places are being pursued and captured, and in nearly every case bodies of troops have been ordered to the disturbed areas. The actions of the Viceroy and most of his subordinates have been excellent."

## COREAN DISTURBANCES.

A telegram from Mr. Kubo, Assistant Vice-Consul at Song-ching, near Genan, says that on the 19th ult. about a thousand Korean rioters from Kil-joo wrecked and burned several houses and official buildings, and that the Japanese residents were in danger, when fortunately the *Aoi-maru* came into port, and their arrival alarmed the rioters so that they desisted. They had discovered any intention of attacking the Japanese, but when some Japanese police went to reconnoitre, they were attacked and barely escaped after using their pistols and wounding some Koreans. As these occurrences made it uncertain whether the attack might not be resumed at any moment, the Japanese residents withdrew to Genan. The Consul officials had given notice that they could not be responsible for the safety of foreign life and property, and they themselves fled by the same steamer.—*Japan Mail*.

## MISCELLANEOUS.

The *C. N. S. Tatum*, which arrived at Shanghai last week from river ports, reports that H. M. S. *Pique* was at Hankow, the *Wallerston* at Kinkiang, *Daphne* at Wuhan, *Hermione* at Nanking, and *Bonario* at Chinkiang. The *Marathon* passed up at Chinkiang.

Captain F. Hixson, R. N., who is in command of the Colonial Naval Brigade now in China is dubbed a "popular commander" by the Australian people. He came to the Colonies as a junior in 1883, and in the same cruise visited the Islands. He was afterwards appointed as Navigating Lieutenant to H.M.S. *Revel*, then employed in the survey of the Australian coast, and he rendered valuable services in determining the position of the dangers which are now shown on the Admiralty charts. After nine years of survey duty in H.M.S. *Revel* he left the Imperial Navy in 1893 to take up the appointment of Superintendent of Pilots and Lighthouses for the colony of New South Wales. The Marine Board of New South Wales was incorporated in 1871, and Captain Hixson was unanimously appointed its first president.

Among the U.S. troops diverted at Nagasaki, who will be sent to the Philippines for duty there, are the 1st, 3rd and 4th Cavalry regiments, said to be General MacArthur's long expected cavalry reinforcements, and a valuable acquisition to the forces now on the Islands. The American troops which were embarked on the transport *Meade*, *Gorrell*, and *Peking* as well as the horses and stores sent across to China in the *Strathgyle*, instead of proceeding to Taku for disembarkation, have been ordered to tranship at Nagasaki for Manila. The *Meade* arrived at Nagasaki on the 26th ult.

General James H. Wilson is on his way from New York to join the American forces in China under special orders from Washington. The transports *Reine* and *Admiral* sailed from Bremerhaven on the 2nd ult. for China, having on board the staff of the German expeditionary corps under Lieut.-General Lessa, a field post, and some engineers. The *Reine* left Colombo on the 26th ult.

As many as 120,000 soldiers and 3,650 officers of the German army have volunteered their services for the operations in China. Four more officers who have been acting as Mr. Kruger's military advisers have arrived at Laurence Marques having orders from Berlin to proceed on active service to China.

The Volunteer Fleet cruiser *Kieff* at the beginning of August left Odessa for Port Arthur conveying the 4th Artillery Division with guns and two half battalions of the 14th and 16th Rifle Regiments, besides a large party of doctors, surgeons, and Red Cross nurses.

The Russian Volunteer Fleet, steamers *Moscow* and *Klerson* are on their way from Odessa bringing out artillery details, and on reaching Port Arthur will be kept in the East as transports. There are five other steamers which have been on the run between Odessa and Alexandria coming out as transports with troops and stores. They are the *Odessa*, *Nicholas II*, *Tekhatshoff*, *Olya* and *Jupiter*.

The work of proceeding with the construction of the wagon-train at Manila for the China campaign has been stopped on instructions received from the War Department at Washington.

The American ambulance corps has done some excellent work, writes a Japanese correspondent from Tientsin. Their stretchers are the best in the field, and show the wonderful work of the Patent-Machinery & Construction Co., Des Moines, a NATIONAL MEMORIAL for their excellent inventions.—*Dover Chronicle*.

THE WATKINS. PEN. THE WATKINS. PEN. THE WATKINS. PEN. THE WATKINS. PEN.

inventive faculty of the Americans. The habit of these stretchers are so arranged that they can be formed into supports by a clever mechanical contrivance, so that the stretchers can be used as beds or benches for surgical operations. The advantage of the system cannot be too much commended, for on ground so swampy or hot as the soil of Chihli the wounded men cannot safely lie long pending treatment on the spot, and this inconvenience is removed by the American invention. Sixty men were thus treated directly where they fell who would have otherwise died. The Japanese medical staff refer to the fact in the most praiseworthy terms.

The troubles in China seem to have completely paralysed the yarn and Manchester goods market; in fact, from the latest trade reports from the Straits, we learn that the demands from Japan and Manila have practically ceased. Buyers for Java will only operate at impossible prices, and there is little business going on for the market. As regards the Straits, merchants are, as usual, waiting for lower prices, and will not entertain anything that is placed before them at the moment.

William E. Phillips, a railway postal clerk of San Francisco, has been ordered and is now on his way to Nagasaki to take charge of the United States mails at that point in connection with the new postal service for the American troops in China.

W. C. Horton, postal clerk, with headquarters at Atlanta, has been selected to go to Taku with Chief Clerk Robinson, who will have charge of the mail there.

Colonel Hogg, of the United States Marine Corps, has been ordered to China. Colonel W. S. Mace upon receiving orders to proceed to China made application to be retired, and placed Captain H. E. Davis in charge of the Marine Island barracks. This accounts for the orders detailing Colonel Cochran to the Chinese station. Colonel Cochran is well and favorably known on this coast. Colonel Mace will remain at Mare Island awaiting orders.

## AMOY.

## A DIARY OF EVENTS.

[FROM A CORRESPONDENT.]

Friday 24th.—Everything quiet until 3 a.m., when fire occurred in room used as Japanese Temple. Priests reported as having removed belongings several days before and set fire to the place themselves. 3.40 a.m.—Armed Japanese party of about 40 landed on British Concession, and entered city, going to the fire and returned 4.40 a.m.; then crossed harbour to Japanese Consulate.

Saturday 25th.—Treasure taken from Bank of Taiwan and shipped on s.s. *Maidaura Maru* for Tamsui. 1.20 p.m.—100 armed Japanese landed on British Concession with two machine guns, and proceeded into the city, placing sentries at every corner of the Chinese market. Mr. Phillips, Municipal Superintendent of Police, interviewed the commanding officer, and notified he was in charge of the British Concession, and that the demonstration was entirely unprovoked, as the Chinese were the quietest people, and the action of the Japanese could be a cause of excitement. The commander replied it was done to show the Chinese that if any trouble took place a force was on hand to protect all foreigners. 5.30 p.m.—One half of Japanese returned to ship with one gun, remainder on patrol in city.

Sunday 26th.—At 10 a.m. 150 armed Japanese landed with machine gun just below Concession. Made Japanese school barracks. Armed Japanese patrolling city all night and a squad marching round British Concession.

Monday and Tuesday, 27th and 28th.—All quiet, Japanese in charge of Chinese market. Wednesday 29th.—Chinese justice to interior night and day, 30,000 left in 24 hours. Thieves very busy, stopping boxes and robbing in daylight, people panic-stricken.

Thursday 30th.—British cruiser *Leis* entered harbour, and landed armed party of 70 marines and blue-jackets with one machine gun. Occupying Butterfield and Swire's godown as barracks, British man-of-war cutter hoisted on top. Japanese gunboat *Tenushiki* entered harbour and anchored opposite. During night, the Japanese withdrew the two guns they had posted on Japanese Concession, and most of their men. Two Chinese thieves executed near Concession. German gunboat *Tiger* entered harbour.

Friday 31st.—Only a few Japanese on shore in one street where Japanese shops are situated. Another thief executed close to British Concession and head posted for inspection. Nearly all shops closed, business of all kinds at a standstill. Owing to presence of British people are gradually quieting down, and exodus diminishing. Prices of all provisions steadily increasing. Fishing boats carrying passengers only. Streets of city almost deserted, and everyone cursing the Japanese.

Saturday, 1st September.—U.S. gunboat *Cassiope* and British gunboat *Mohawk* arrived; Russian cruiser *Berk* expected.

ITEMS.

During the past week panic has been the order of the day; the steam-launches were taxed to the utmost, struggling inland with boats in tow packed with passengers and luggage.

Several foreigners have been stopped by Japanese marines on Kulungan, and the night before the British landed the Japanese sentry actually searched the Chinese policeman on duty on the British Concession. The impudence of the Japanese is a mystery to every resident.

The Amoy Hotel is to be reconstructed, so it is said. The Hotel is, it is reported, to re-open at once under less favourable management.

All our municipal police have left, as they want higher pay.

When recently asked to write in a certain lady's album, the Prince of Wales playfully declined, saying: "A little while ago I spent nearly an hour on evening writing verses in several albums. I even made up a verse so badly put together that only a royal prince, or a duke at the best, could have had the shame to write such stuff. Now, madam, what do you think happened to my verses? Well, they were all sold at a good stiff price a week later to restore funds to support the Society for the Restoration of the Stuart. Perhaps, Lady, and the prince laughed heartily. 'If I write in your album, you will sell the book to provide funds for the abolition of the monarchy in England.'"

## SUPREME COURT.

SEPTEMBER 4th.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (ACTING PRINCE JUDGE).

## CAPTAIN RAYMOND AND THE FILIPINOS—JUDGMENT.

The Acting Prince Judge gave judgment as follows:—

During December, 1899, one Lichauco and one Raymond negotiated that the latter party should take two launches to Manila for the former party. The results of the negotiations were embodied in a written document dated 4th July, 1900. The launches were not taken to Manila. In pursuance of a term in the document, Lichauco advanced \$700 to Raymond, and now claims an account of the disbursements of that \$700, with a return of the balance that may be found to be due to him on the taking of such account. To this claim Raymond has furnished an account of the use to which he put the \$700. Raymond also claims from Lichauco a sum of \$500 as damages for breach of contract, respecting (inter alia) the navigation by him from Hongkong to Manila of the said two launches. Lichauco's suit and Raymond's cross-suit were heard together on the 28th August.

The case for Lichauco is that the document of the 4th January was signed on the terms that it should not be an agreement until Raymond had obtained certain clearance papers from the U.S. Consul-General in Hongkong to enable the launches to enter Manila, and that, as Raymond did not procure such papers, the document had not yet operated as a contract. If Lichauco could convince the Court that the transaction between him and Raymond was of this nature, then there is the authority of the cases of *Pym v. Campbell* 6 E. & B. 370 and *Wallis v. Little* 11 C.B.N.S. 360 that the admission of evidence to show that there was not an agreement at all is allowable. It becomes then a question of fact whether the alleged supposition condition precedent existed or not. The evidence is conflicting, but the balance is in favour of Raymond.

Lichauco says: "Raymond undertook to take out clearances; and it was agreed between Raymond and me that he should get clearances; after this I signed the contract." On the other hand Mr. Marti, who acted as interpreter between the parties, says: "Raymond offered to do his best to clear the launches, and Raymond was to do his best to get the clearance papers. Did not say it was his duty. Raymond promised to do his best to help Lichauco. Raymond was to help Lichauco and try to get clearances for him." Then Raymond says: "Lichauco asked me to go to the Consul to try to get papers myself. I went. Consul refused papers. I told Lichauco this. This occurred on 5th or 6th January. Lichauco then said: 'I'll go; and I undertook to try to get papers for Lichauco. It was not in the contract. I said: 'I'd try to get the papers. Did not say I would.' Upon this evidence I have arrived at the opinion that there was no oral contract, such as alleged, suspending the written document from the beginning from operating as a contract. Indeed if such a suspensory collateral contract existed, I cannot explain why Raymond and Lichauco proceeded to part performance of the terms of the document, and by providing coal, other necessities, a crew and provisions, the other by advancing a sum of \$700. Nor, on the supposition that Raymond was to obtain clearances before the document operated as a contract, it is easy to explain why Lichauco's solicitors, on the 2nd February last, wrote to their client that 'he will despatch the steam launch *Patria* as soon as he obtains the necessary clearance papers,' but made no mention of the alleged collateral contract which bound Raymond to procure the clearances. I am satisfied, therefore, that the written document of 4th January, 1900 contained the whole of the terms of the agreement between the parties and was a contract binding upon both sides."

Next as to the question of the impossibility of performing the contract. On the 5th March, 1900, Lichauco's solicitors wrote to Raymond's solicitors that "it appears now to be impossible for either party to carry out the contract for the taking over to Manila by your client of the steam launch *Patria*." The cause assigned for impossibility of performance was of course the inability to secure the requisite papers. On behalf of Raymond the contention at the bar was that the impossibility if any was caused by the failure of Lichauco to procure the necessary papers, for Lichauco the contention was that the act of the U.S. Consul-General in Hongkong in refusing to grant clearances, was the cause of the impossibility of performance.

In my judgment neither Lichauco's failure to procure the papers, nor the refusal of the U.S. Consul-General to supply such papers rendered the performance of the contract impossible. The absence of these papers may have rendered it improbable that the whole contract could be performed; but such absence did not render it impossible for Lichauco either to require Raymond to go on board or to give Raymond instructions to start on his voyage, nor for Raymond to coal, provision and man the launches, and sail them to Manila. The most that can be said is that the delivery of the launches at Manila seemed to Lichauco to be very improbable. But no degree of improbability can amount to an impossibility. The delivery at Manila to the parties named in the contract must have been frustrated by the U.S. Authorities at Manila, whereupon the acts required by the fifth clause of the contract would have become impossible of performance. Nevertheless it is possible, though not probable, that had the launches reached Manila, the U.S. officials there would not have interfered so as to render the terms as to delivery impossible. It cannot be said that impossibility of performance had arisen until the delivery under the contract had proved to be impossible. I hold therefore that no impossibility of performance has been established.

This being so, and both parties having fulfilled some of the promises made by them, the one, Lichauco, by advancing \$700 under clause 6 of the contract, and the other, Raymond, by furnishing coal, provisions and crew under clauses 3 and 4 of the contract, it remains to inquire into the legal relation of the parties to each other. No time is mentioned within which the contract is to be performed. In *Hick v. Raymond* [1893] Appeal cases at p. 32 Lord Watson says: "When the language of a contract does not expressly or by necessary implication fix any time for the performance of a contractual obligation, the law implies that it shall be performed within a reasonable time. The rule is of general application."

A reasonable time means a reasonable time under the circumstances. (See *Ford v. Cotsworth* L.R. 4 Q.B. 127.) The date of the contract was 4th January, 1900. Between that date and the time for the performance of the contract, the acts of sailing &c. done by Raymond were necessary preliminaries to starting on his voyage to Manila, within twelve hours of the receiving instructions so to do. He did all that he could

do and was prevented from proceeding to fulfil the rest of his obligations by the omission of Lichauco to give the orders contemplated in the first clause of the contract. Lichauco was bound to give those orders within a reasonable time, but failed to fulfil this obligation. He is therefore in the position of a party who, in the course of performance of a contract, under which both parties have done something, has refused to continue to perform his part: whereupon the other party is exonerated from any further performance of his promise, and may immediately bring an action for damages for breach of the special contract, and also sue for a quantum meruit or the value of the services already rendered by him.

In his cross-suit Raymond claims \$500 as the damages sustained by him for the breach of the special contract. He has lost the profits which would have been the immediate fruits of the contract between him and Lichauco. These profits were stated by him to be about \$1,100. The terms of the present contract by which he was to receive \$2,200 do not seem to be at variance with this statement. The Court accordingly allows his claim of \$500 for damages.

I now pass to consider the claim of Lichauco against Raymond for an account of the expenditure of this \$700 advanced to Raymond and the return of the unexpended balance. Such an account was rendered by Raymond and the items of that account are allowed by Lichauco with the exception of the item of \$265.25 on account of Raymond's salary at \$500 a month. But I shall not decide whether this item is admissible in the account furnished by Raymond because I am of the opinion that there are no circumstances of the case which admit of this suit for an account being maintained. In the common law an action of account lay in two classes of cases, viz. those of privity in deed or in law and those of matters between merchants. Neither of these classes embraces the present case. In equity, jurisdiction was assumed in an action for an account where a fiduciary relation, such as that of principal and agent, existed between the parties; or where there were mutual accounts between the plaintiff and the defendant; or where there were circumstances of great complication. Here there are no circumstances of great complication, and the parties are not related to each other as principal and agent. Nor are there mutual accounts between the parties, i.e. such of the parties has not received and also paid on the other's account. The best case, apparently, that Lichauco can make out is that Raymond has received and paid moneys on his account.

I do not say that such a case has been made out. That is a question upon which I give no decision. In my judgment, accordingly, Lichauco has no right to maintain this action against Raymond and I nonsuit him with costs. Judgment will be for Raymond in his cross suit with costs.

Mr. E. H. Sharp (instructed by Messrs. Deacon and Hastings) appeared for Captain Raymond and Mr. M. W. Side (instructed by Messrs. Wilkinson and Grist) for the other parties.

## HONGKONG CRICKET CLUB.

The following is the report of the Hongkong Cricket Club for the season 1899-1900:—

Gentlemen.—The Committee have the pleasure of presenting the Annual Report.

The accounts (attached) show a balance at the credit of the Club of \$4,996.95.

Mr. F. Matland heads the batting averages for 1899-1900 with 42.34; Mr. J. E. Lee being first in the bowling with a record of 27 wickets for 134 runs each.

The Laws Tennis Championship was won by Mr. E. Pinckney; the "A Class" Single Handicap by Mr. A. H. Humphreys; the "B Class" by Mr. J. Hooper; the Double Handicap by Messrs. Carré and Wei On; the Professional and Commercial Pairs by Major Griffin, R.A., and Captain Langhorne, R.A.; the Veterans' Handicap by Mr. H. Pinckney.

The Racquet Championship was won by Mr. H. Hancock; Lieut. Brown, R.A., won the Handicap prize.

The Club played 16 Cricket matches of which 6 were won, 7 lost, and 3 drawn.

Dr. Tuck, R.N., made the only century of the season—102.

The thanks of the Club are due to the officers of the Regiments and Her Majesty's Ships who have so kindly put their hands at our disposal.

It is anticipated that the new iron railings round the ground will be in position before the end of the year.

The Annual General Meeting will be held in the Pavilion on Monday, 17th September, at 5 p.m.

H. C. Nicoll, Hon. Treasurer.  
F. Matland.  
P. A. Cox.  
A. H. Skelton.  
S. H. Langhorne, Capt. R.A.  
A. G. Wise, President (absent).  
G. D. Campbell.  
C. C. Inchbold.

Members of the Committee.

JAMES A. LOWSON, Hon. Secretary.  
Hongkong, August 31st, 1900.

The accounts show an actual expenditure of \$7,654.62, which, with the balance in the Hongkong and Shanghai Bank of \$4,064.95, answers to \$11,719.57 under Receipts. The heaviest item of expenditure was Cost of Racquet Gear, \$2,084.47. The subscriptions 1899-1900 brought in \$8,450.

BATTING AVERAGES.—IN TEN INNINGS AND OVER.

Name.	Innings.	Not out.	Total.	Average.
F. Matland	10	1	331	38.42
Rev. G. B. Vallings	11	3	285	34.38
Dr. Tuck, R.N.	12	0	411	102.75
Rev. E. Johnson, R.W.F.	14	0	333	37.55
A. G. Ward	11	0	214	39.14
J. E. Lee	12	0	239	35.12
H. Hancock	13	0	171	41.17
K. McInnes	13	0	171	71.13
Lieut. Strong, E.M.L.I.	14	3	142	27.12
Lieut. Hill, R.W.F.	11	0	137	36.12

BOWLING AVERAGES.—IN TEN INNINGS AND OVER.

Name.	Over.	Maidens.	Runs.	Wickets.	Average.
J. E. Lee	135	30	304	27	29.4
Dr. J. A. Lowson	125	22	335	24	33.9
Capt. Langhorne, R.A.	117	23	378	37	43.0
Rev. G. B. Vallings	89	44	718	47	15.3

HAIR PRESERVED AND BEAUTIFIED. The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the only natural nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and keeps the hair and scalp cool, and for children it lays the foundation of a luxuriant growth. Also in a golden ointment for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London. (1482-1)

## THE ROYAL HONGKONG GOLF CLUB.

## CAPTAIN'S CUP AND SILVER MEDAL FOR SEPTEMBER.

The following were the scores handed in for the above competition, which was played over the new course.

CAPTAIN'S CUP.			
Mr. H. W. Robertson	...	93	13
Mr. J. M. McMurtrie	...	84	0
Mr. G. Stewart	...	89	4
Mr. C. Palmer	...	100	12
Mr. W. J. Saunders	...	100	12
Mr. T. S. Forrest	...	90	0
Capt. H. B. Des Vaux, R.E.	...	100	8
(11 entries).			
POOL.			
Mr. T. S. Forrest	...	84	0
Mr. J. M. McMurtrie	...	84	0
Mr. G. Stewart	...	89	4
Mr. W. J. Saunders	...	100	12
Capt. H. B. Des Vaux, R.E.	...	100	8
(11 entries).			











## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	To-day
LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 7th inst.
LONDON & C. VIA PORTS OF CALL	PARASATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON VIA SUEZ CANAL	ALCIBIADES	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Barr	MELCHERS & CO.	On 20th inst.
BREMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	G. Meyer	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, & C.	SADO MARU	Jap. str.	—	W. Thompson	MESSAGERIES MARITIMES	On 7th inst. at Daylight.
MARSEILLES, & C. VIA PORTS OF CALL	YARMA	Jap. str.	—	Schmitz	NIPPON YUSEN KAISHA	On 10th inst. at 1 P.M.
MARSEILLES, & C.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	CARLOWITZ & CO.	On 21st inst. at Daylight.
HAYRE & HAMBURG	SIBERIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 21st inst.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th inst.
HAYRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schneider	CARLOWITZ & CO.	On or about 20th Oct.
HAYRE & HAMBURG	BONNENBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 31st Oct.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	Day	DODWELL & CO., LIMITED	To-day, at 5 P.M.
NEW YORK VIA SUEZ CANAL	OWELL	Brit. str.	—	Sheehan	SHEWAN, TOMES & CO.	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	Hildebrandt	JALDINE, MATHESON & CO.	On or about 25th inst.
VICTORIA, B.C., & TACOMA	DUKE OF EIFE	Brit. str.	—	J. S. Cox	CARLOWITZ & CO.	On 8th inst.
VANCOUVER, VIA SHANGHAI, & C.	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R.L. CO.	On 20th Oct.
PORTLAND, OREGON, & C.	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO., LIMITED	On 18th inst.
SAN FRANCISCO VIA SHANGHAI, & C.	CITY OF PEKING	Amr. str.	—	O. & O. S. S. Co.	O. & O. S. S. Co.	To-morrow, at Noon.
SAN FRANCISCO VIA NAGASAKI, & C.	COTTON	Brit. str.	—	St. John George	TOYO KISEN KAISHA	On 12th inst. at Daylight.
SAN FRANCISCO VIA AMOY, & C.	AMERICA MARU	Jap. str.	—	Nelson	BUTTERFIELD & SWIRE	On 25th inst.
SAN DIEGO, & C. VIA SHANGHAI, & C.	BERGENHUS	Brit. str.	—	St. John George	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
AUSTRALIAN PORTS	ATLANTIC	Brit. str.	—	St. John George	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
AUSTRALIAN PORTS	TAIYUAN	Jap. str.	—	Nelson	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	SHINANO MARU	Jap. str.	—	Nelson	MELCHERS & CO.	Quick despatch.
YOKOHAMA, VIA NAGASAKI & KOBE	ROSETTA	Brit. str.	—	Krebs	P. & O. S. N. Co.	On or about 15th inst.
NAGASAKI, KOBE & YOKOHAMA	AUSTRALIAN	Jap. str.	—	C. C. Talbot, R.N.R.	GIBB, LIVINGSTON & CO.	To-morrow, at Daylight.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	YAWATA MARU	Jap. str.	—	P. Holmes	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	HAMBURO	Ger. str.	—	A. E. Moses	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	INDUS	Brit. str.	—	Krebs	MELCHERS & CO.	On or about 13th inst.
SHANGHAI & KOBE	TIEN-TSIN	Brit. str.	—	S. F. Fox	P. & O. S. N. Co.	On or about 15th inst.
SHANGHAI	BENGAL	Brit. str.	—	B. J. Fox	P. & O. S. N. Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	—	H. Nagata	MITSUBISHI KAISHA	On 9th inst. at Daylight.
SWATOW, AMOY & TAINAN	TAMU MARU	Jap. str.	—	S. Asumi	MITSUBISHI KAISHA	On 19th inst. at Daylight.
SWATOW, AMOY & TAINAN	ANFING MARU	Jap. str.	—	G. T. Blackland	SHEWAN, TOMES & CO.	On 8th inst. at 5 P.M.
MANILA VIA AMOY	ESMERALDA	Brit. str.	—	G. Robinson	BUTTERFIELD & SWIRE	On 7th inst. at 4 P.M.
MANILA	SUNGLANG	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 7th inst. at 3 P.M.
MANILA DIRECT	MENMUIR	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
MANILA	TAIYUAN	Jap. str.	—	J. G. Spence	DAVID SASSON, SONS & CO.	On 8th inst. at 1 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	Magazini	CARLOWITZ & CO.	On 11th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	BISAGO	Ital. str.	—	Muhle	MELCHERS & CO.	Quick despatch.
SANDAKAN	SANDAKAN	Ger. str.	—	P. Yoshizawa	NIPPON YUSEN KAISHA	On 13th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—			

## SHIPPING.

**ARRIVALS.**  
Sept. 3, RICHMOND CASTLE, British steamer, 2,297 T. Lloyd, Amoy 2nd September, General.—DODWELL & CO., LD.  
Sept. 4, PROMETHEUS, British str., 3,580 T. Day, Shanghai and Fochow 2nd September, General.—BUTTERFIELD & SWIRE.  
Sept. 4, TOONAN, American steamer, 1,354 J. Blothen, Canton 3rd September, General.—CHINESE.  
Sept. 4, MENMUIR, British str., 1,286 R. W. Almond, Manila 1st September, Hump and General.—SHEWAN, TOMES & CO.  
Sept. 4, HAITAN, British str., 1,183 Roach, Fochow, Amoy and Swatow 3rd September, General.—DOUGLAS LARRAK & CO.  
Sept. 4, SIAM, British steamer, 950 Holton, Swatow 3rd Sept., General.—BRADLEY & CO.  
Sept. 4, HAMBURG, German str., 4,647, Krebs, Hamburg 6th August and Singapore 31st, Mails and General.—MELCHERS & CO.

## CLEARANCES.

At the Harbour Master's Office.  
4th September.  
Mogul, British str., for Shanghai.  
Guthrie, British str., for Tientsin.  
Flores, Dutch str., for Kutchin.  
Maidara Maru, Japanese str., for Swatow.  
Elce, German str., for Saigon.  
Michael Josen, German str., for Meji.  
Kueiyang, British str., for Amoy.  
Azoo, Austrian str., for Katsau.  
Chowlat, German str., for Swatow.  
Anyang, British str., for Shanghai.  
Piciola, German str., for Chiofo.  
Tatung, British str., for Swatow.

## DEPARTURES.

Sept. 3, SANUKI MARU, Jap. str., for Japan.  
Sept. 3, CACHAR, French transport, for Saigon.  
Sept. 4, MOMBASSA, British transport, for Taku.  
Sept. 4, HOIHAO, French str., for Canton.  
Sept. 4, FUSUKI, British str., for Canton.  
Sept. 4, QUEEN ADELAIDE, Brit. str., for Meji.  
Sept. 4, KALGAN, British str., for Swatow.  
Sept. 4, INDEPENDENT, Ger. str., for Amoy.  
Sept. 4, C. H. KIAN, British str., for Amoy.  
Sept. 4, CHOWLAT, German str., for Swatow.  
Sept. 4, ANFING, British str., for Shanghai.  
Sept. 4, Piciola, German str., for Chiofo.  
Sept. 4, TAIANG, British str., for Swatow.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Argus, Esmeralda, Longwood, Olympia, Kong Beng, Cosmopolitan Dock.—Stanfield, Nanshan.

## SHIPPING REPORTS.

The British steamer *Siam*, from Swatow 2nd Sept., had calm and fine weather throughout.  
The British steamer *Richmond Castle*, from Amoy 2nd Sept., had calm and fine, clear weather.  
The British steamer *Menmuir*, from Manila 1st Sept., had fine, clear weather, light N.E. winds and smooth sea throughout.  
The British steamer *Haitan*, from Fochow, Amoy and Swatow 3rd Sept., had moderate S.E. breeze and sea, fine and clear weather to Amoy. From Amoy to Swatow moderate N. to N.E. breeze and sea, fine and clear weather. From Swatow to port light S.W. breeze, smooth sea, fine and clear weather. Vessels to Amoy—H.M.S. *Mohavek* and *Ira*, one American, three Japanese and one German men-of-war. In Swatow—*Sungliang* and *Siam*.

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).  
The Company's Steamship

"PROMETHEUS,"  
Captain Day, will be despatched as above TO-DAY, the 5th instant.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 4th September, 1900. [2089]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"  
Captain Roach, will be despatched as above TO-MORROW, the 6th instant, at 11 A.M.  
For Freight or Passage, apply to DOUGLAS LARRAK & CO., General Managers.  
Hongkong, 3rd September, 1900. [2245]

## VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE,"

will be despatched for the above port at 5 P.M. TO-DAY, the 5th instant, and will be followed by the Steamship

"AFRIDI,"

on or about the 12th instant, and the Steamship

"MARIA DE LARRINAGA,"

on or about the 25th instant.

For Freight, apply to DODWELL & CO., LD., Agents.  
Hongkong, 5th September, 1900. [2054]

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"

OF THE HAMBURG-AMERIKA LINE.

Captain Krebs, due here with the outward German Mail about the 5th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.  
Hongkong, 3rd September, 1900. [18]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AUSTRALIAN,"

Captain P. Helms, will be despatched for the above port TO-MORROW, the 6th inst. at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 1st September, 1900. [2327]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched for the above ports TO-MORROW, the 6th September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 17th August, 1900. [2235]

## NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Call at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSCHHAHN, HERBESHOE, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FERNANTLE, AUCLAND, WELLINGTON, GOSWORTH, NAPIER, WANGANUI, DUNEDIN and HOBART.

THE Company's Steamship

"MUNCHEN,"

Captain Krebs, will be despatched for the above ports TO-MORROW, the 6th September, at 11 A.M.

For Freight or Passage, apply to MELCHERS & CO., Agents.  
Hongkong, 1st September, 1900. [2218]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 7th Sept., at DAYLIGHT.
HIROSHIMA MARU	BOMBAY, SINGAPORE and CO. LOMBO	THURSDAY, 13th Sept., at NOON.
YAWATA MARU	NAGASAKI, KOBE and YOKO. HAMA	THURSDAY, 20th Sept., at NOON.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 21st Sept., at DAYLIGHT.
SHINANO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 25th Sept., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th September, 1900.

## HAMBURG-AMERIKA LINE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBERIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 21st Freight and Passage.
Capt. Brun	(London with transshipment in Hamburg)	Sept. Freight.
SAXONIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 30th Freight.
Capt. Jager	(London with transshipment in Hamburg)	Sept. Freight.
SERBIA	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 12th Freight.
Capt. Sachs	(London with transshipment in Hamburg)	October Freight and Passage.
KONIGSBERG	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 20th Freight and Passage.
Capt. Schneider	(London with transshipment in Hamburg)	October Freight.
BAMBERG	HAYRE & HAMBURG (London with transshipment in Hamburg)	About 31st Freight.
Capt. Jacobs	(London with transshipment in Hamburg)	October Freight.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 21st August, 1900.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPRESS OF JAPAN." Comd. Geo. A. Lee, R.N.R. WEDNESDAY, 28th Sept., 1900

"EMPRESS OF CHINA." Comd. E. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900

"EMPRESS OF INDIA." Comd. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAVELS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Palmer Street.

Hongkong, 30th August, 1900.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
DUKE OF EIFE	3,821	J. S. Cox	Sept. 8	MONSHIRE	2,872	J. Kennedy	Oct. 20
OLYMPIA	2,837	J. Trusbridge	Sept. 12				
GLACIUS	3,750	W. Frakes	Sept. 15				
QUEEN ADELAIDE	2,833	F. McNair	Sept. 23				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table, Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 221.

The Railroad travelling is second to none on the American Continent: two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA or PORTLAND, 228.

The best route to the Klondyke Gold Fields. Frequent sailings from Victoria TACOMA and



## VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SANDAKAN.  
Calling at Kuantan if sufficient inducement offered.  
The Company's Steamship.

"SANDAKAN."  
Captain Muhl, will be ready to load for the above port on the 4th inst.  
For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 1st September, 1900. [2225]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
COPTIC (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 6, at Noon.

GARLIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.

DONIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
"SUNGKIANG."

Captain G. Robinson, will be despatched as above on FRIDAY, the 7th inst., at 4 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 3rd September, 1900. [2343]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 8th inst., at 1 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO.,  
Agents.  
Hongkong, 3rd September, 1900. [2321]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA."

Captain Geo. T. Blazland, will be despatched as above on SATURDAY, the 8th September, at 5 P.M.

This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 31st August, 1900. [2320]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSIU MARU."

Captain H. Nagasaki, will be despatched for the above ports on SUNDAY, the 8th inst., at 10 A.M.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 4th September, 1900. [115]

## VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
THE Company's Steamship

"INDUS."  
Captain Ducloux, will be despatched for the above ports on or about SUNDAY, the 8th inst.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 4th September, 1900. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 10th September, 1900, at 1 P.M., the Company's Steamship "YARRA," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Bombay.

This Steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 9th Sept. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 28th August, 1900. [2]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS."

Captain Barwise, will be despatched as above on TUESDAY, the 19th September.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th August, 1900. [2009]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1900. [3]

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS

in CHINA AND JAPAN for the above LINE

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA in connection with Indo-

China Steam Navigation Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897. [3]

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Sept. 12, 1900, at DAY-LIGHT.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 12th Sept., 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

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